

## Observations on the CMP Roadways System Performance

Based on the 2008 LOS monitoring results, generally speeds on freeways and arterials appear to have either slightly improved or remained stable, likely due to the downturn in the economy combined with the record high gas price. The following are the highlights of the roadways performance in comparison with the LOS results in 2006:

Generally, the roadway segments found to be performing at LOS F in 2008 fall into three groups as follows:

1. Roadway segments that performed previously at LOS F in 2006 and in most of the prior monitoring years.
2. Roadways segments where existing hotspots or bottlenecks revealed in 2008 due to splitting the longer CMP segments into short segments.
3. Roadways impacted due to construction occurring on the Bay Bridge, I-238 Widening, I-880/Mission, I-580 near I-580/I-680 Interchange, and construction in the Central County.

The details of the segments that fall into these groups are presented in tables 1 thru 3 below.

**Table 1 – Performed previously at LOS F in 2006**

	CMP Route	Segment Limits		Jurisdiction
		From	To	
	PM Peak Period			
1	I-80 - EB	Toll Plaza	I-580 SB Merge	Oakland
2	I-80 - EB	I-80/I-580 (Merge)	Powell	Emeryville – Berkeley
3	I-80 - EB	Powell	Ashby	Emeryville – Berkeley
4	I-80 - EB	Ashby	University	Emeryville – Berkeley
5	I-80 - EB	Jct I-580 (off)	Central (on)	Berkeley – Albany
6	I-580 EB	I-680	Hopyard	Pleasanton
7	I-580 EB	Hopyard	Santa Rita	Pleasanton
8	I-880 - NB	Alv-Niles	Tennyson	Union City – Hayward
9	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oakland
10	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oakland
11	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ent.	Unincorporated County
12	SR 92 - EB	Clawiter	I-880	Hayward
13	SR13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oak
	AM Peak Period			
14	I-80 - WB	Central	Jct I-580	Berkeley – Albany
15	I-80 - WB	Jct I-580	University	Berkeley – Albany

16	I-580 - WB	1st St	Portola Ave	Livermore
17	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oakland
18	I-880 - NB	Alv-Niles	Tennyson	Union City – Hayward
19	I-880 - SB	I-238 (Marina before 06)	A St	San Leandro- Unincorporated County
20	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oakland
21	SR13/SR 24 Interchange	SR-13 NB	SR-24 EB	Oakland
22	I-880/SR 260 Connection	SR-260 EB	I-880 NB	Oakland

**Table 2 - Existing hotspots or bottlenecks revealed in 2008 due to splitting the longer CMP segments into short segments**

	CMP Route	Segment Limits		Jurisdiction
		From	To	
PM Peak Period				
1	I-580 EB	San Ramon/ Foothill	I-680	Unincorporated County - Pleasanton
2	I-580 - EB	Harrison	Lakeshore	Oakland
3	I-580 EB	I-80	I-980	Oakland
3	I-680 - NB	Rt 262/Mission	Durham Rd	Fremont
4	I-680 - NB	Durham Rd	Washington Blvd	Fremont
5	I-880 - SB	Hegenberger	SR 112/ Davis	Oakland – San Leandro
6	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oakland
7	SR 84 - EB	Thornton Ave/Paceo Padre	Newark Blvd/ Ardenwood Blvd	Newark
8	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	Newark
9	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fremont
10	SR 185 (14th) - NB	46th St	42nd	Oakland
AM Peak Period				
11	I-580 - WB	Greenville Rd	1st St	Livermore- Unincorporated County
12	I-580 - WB	Portola	SR 84/Airway	Livermore- Pleasanton
13	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fremont

**Table 3. Roadway segments impacted due to construction**

	CMP Route	Segment Limits		Jurisdiction
		From	To	
	<b><i>PM Peak Period</i></b>			
1	I-80 - WB	Ashby	Powell	Emeryville – Berkeley
2	I-238 - WB	I-580	I-880	Unincorporated- San Leandro
3	Hesperian - NB	Tennyson	SH 92 - WB	Hayward
4	Hesperian - NB	La Playa	W.Winton Ave.	Hayward
5	Hesperian - NB	Grant	Llewelling	Unincorporated County
6	Hesperian - SB	14th	Fairmont	San Leandro
7	Hesperian - SB	SH 92 - WB	Tennyson	Hayward
8	I-580/I-680 Interchange	I-580 WB	I-680 SB	Pleasanton
	<b><i>AM Peak Period</i></b>			
9	I-80 - WB	I-580 Split	Toll Plaza	Oakland
10	I-80 - WB	Toll Plaza	SF County	Oakland
11	I-238 - WB	I-580	I-880	Unincorporated - San Leandro
12	I-880 - SB	A St	Rt 92	Hayward
13	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fremont
14	Hesperian - SB	14th	Fairmont	San Leandro
15	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fremont

Segments that do not fall under the above category and show degradation in LOS in 2008 are shown in Table 4 below.

**Table 4 Segments that degraded in speed from 2006**

	CMP Route	Segment Limits		Jurisdiction
		From	To	
	<i>PM Peak Period</i>			
1	SR 123 San Pablo - NB	Marin	Washington	Albany
2	I-880/SR 260 Connection	SR-260 EB	I-880 NB	Oakland
	<i>AM Peak Period</i>			
3	I-580 - WB	SH 13 Off	Fruitvale	Oakland

Table 5 lists 15 segments that operated at LOS “F” during the 2006 surveys but operated at an improved Level of Service in the 2008 surveys. Improvement on I-880 SB between SR 262/Mission and Dixon Landing could be due to the completion of Improvements to

I-880/Dixon Landing Interchange. Number of improved LOS F segments from the previous monitoring year has increased to 15 segments in 2008 compared to 9 improved segments in 2006.

**Table 5 - Improved Segments**

	CMP Route	Direction	Segment Limits		2006 LOS (Speed)	2008 LOS (Speed)	Prior LOS F
			From	To			
P.M. PEAK PERIOD							
1.	I-80	EB	SF County Line	Toll Plaza	F(30) (24.2)	C (54.2)	06
2.	I-80	WB	I-580 Split	Toll Plaza	F(20) (18.5)	E (40.4)	91-93,97- 00,04-06
3.	I-238	EB	I-880	I-580	F(20) (19.2)	D (41.7)	91-92,94,96- 97,02,06
4.	I-580	WB	SH 24 On-Ramp	I-80/I-580 Split	F(30) (24.2)	B (56.5)	06
5.	I 880	SB	I-980	23 <sup>rd</sup>	F(30) (24.3)	C (50.1)	06
6.	I-880	SB	High/42 <sup>nd</sup>	Hegenberger	F(30) (24.3)	E (38.5)	06
7.	I-880	SB	SR 262/Mission	Dix Landing (off)	F(30) (28.8)	A (61.1)	92,06
8.	SR 13	NB	Moraga Ave.	Hiller (Sig)	F(30) (20.1)	E (40.7)	06
9.	SR 84	EB	Toll Plaza	Thornton	F(30) (28.3)	E (37.6)	06
10	Tennyson	EB	Hesperian	I-880	F (11.5)	E(14.2)	06
11	Decoto	WB	SH 238/Mission	Union Square	F(8.7)	E(10.5)	91- 94,96,98,00-06
12	SR 123 San Pablo	NB	Allston	University	F(5.7)	E(8.8)	98,00,06
13	I-580/SR 24 Interchange		SR 24 WB	I-580 EB	F (18.5)	B(43.9)	06
A.M. PEAK PERIOD							
14	SR 84	WB	I-205 (SJ Co)	Peralta	F (9.7)	D(14.7)	06
15	SR 13	NB	Carson/Redwood	Joaquin Miller	F(20) 17.3	E (34.4)	06